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WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U.S. DEPARTMENT OF AGRICULTURE

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Washington, D. C.

THIS UNLOADING ACCIDENT WAS FATAL

OCTOBER SAFETY MEETING PLANNED FOR WASHINGTON

The REA Safety and Job Training Supervisors' Conference will be held in Washington, D. C., October 1 thru October 4. Registration will be from 9 to 9:30 A.M., October 1, in the auditorium of the U. S. Department of Agriculture, 14th Street and Independence Avenue, S.W., Washington, D. C.

The conference will promote better and wider use of safety and job training facilities for both veteran and non-veteran trainees on REA-financed systems. Training of veterans will be emphasized. Members of the Veterans' Administration's technical staff will attend the conference to offer special assistance in veterans' problems.

Many state vocational educational departments, which already have developed outstanding training programs, will send their top-notch personnel to the conference. Some will appear as speakers.

A program chock-full of interesting information has been scheduled.

Minnesota Makes It TWENTY

Minnesota now has a safety and job training program. This program is under the direction of Harry Edmunds, president of the Minnesota state-wide cooperatives' association. A full time instructor, Thomas A. Findley, has been employed to direct the safety work among Minnesota cooperatives.

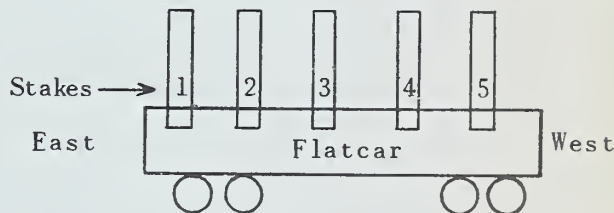
Co-op Employee Struck By Flying Stake

A co-op employee died recently of a fractured skull suffered in a pole-unloading accident. He was struck in the head by a stake that, under pressure of poles, worked loose from its stake-hole on the side of a loaded flat car.

Investigation after the accident showed that the stake had been partially cut before the accident, altho it was not supposed to have been cut until after the load had been fully secured by a center winch cable.

Here is how the accident happened:

The poles were held in place on the car by ten stakes, five on each side, like this:



A winch truck was driven up to within approximately 75 feet of the flat car. Truck wheels were blocked and the brakes set. The winch cable was fastened to the opposite side of the car near the middle and bound over the load thru a snatch block. The men planned for this cable to hold the load while all stakes were cut. Maximum tension was not to be taken on this cable until after stakes 2, 3, and 4 on the unloading side were cut.

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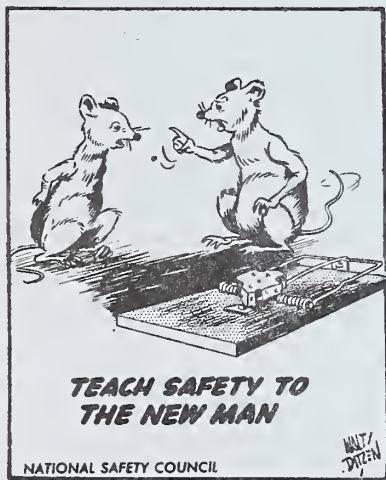
Safe Methods Saves Lives

- Editorial -

Several borrowers' linemen have been killed by electrical shock during the first eight months of this year. During this same period other linemen were crippled, some of them for life. It is reasonable to fear that others will die or be seriously injured before the year ends.

Such a record would seem to indicate that operating and maintaining electrical lines is a particularly hazardous business. This, however, is not the case. A careful check of the situations and conditions which resulted in these serious accidents indicates that this type of work can be made hazardous or safe, as the individual himself chooses.

Proper work methods and tools have been developed, enabling a lineman to perform any



job with safety to himself and his fellow worker. It is readily apparent, in studying case after case of fatal accident or serious injury, that safe methods of doing the work are not being used.

Job training will do much to remedy this situation by teaching the proper methods for doing these jobs. Responsibility to provide job training rests primarily upon the manager's shoulders. The actual training may be delegated to the foreman and the

Alabama Meeting Aids Foremen and Linemen

Two 2-day foremen and linemen training conferences were held at the University of Alabama August 5, 6, 8, and 9. The conferences were designed to give the foremen a better understanding of their job and promote greater efficiency. They were directed by Ben E. Harris, associate state supervisor, assisted by E. C. Edwards, Alabama REA safety and job training supervisor.

Secretary M. C. Stewart of the Alabama Safety and Job Training Advisory Committee has been very active in the Alabama program. He states that Alabama may soon employ another safety and job training supervisor to assist Mr. Edwards.

state safety and job training supervisor. Therefore, much emphasis is placed upon foremen's training conferences which develop the foreman's ability to handle and teach his personnel.

The foreman must possess the type of leadership that will assure the general acceptance of safe work methods and procedures by his men. Study of some accidents indicates that use of improper work procedures was caused by prejudice in the mind of the lineman rather than to a lack of knowledge of the generally accepted way of doing the job safely.

Proper training will overcome many of these prejudices. REA linemen come from all the walks of life. Some have a limited amount of experience. Others have none. Many of the experienced men come from private utilities whose work procedures are different. Utility linemen's problems are not always rural line problems. The rules to which they are accustomed, in many instances, are inadequate for working a grounded wye system.

REA job training is doubly important so that even experienced men may be fitted to this specific type of rural work.

--- FROM BULLS TO BIRDS ---

The last time we heard from Dick Heath, Virginia Safety and Job Training Supervisor, he wrote us about a bull which scratched his back on a down guy wire in a pasture and periodically threw a section of line out of service.

Now we have another letter from Dick. It's about a bird which caused temporary energization of a tap line which had been disconnected from the main line primary.

All linemen who have ever tempted fate by working a dead line without first attaching a protective ground at the work area, between themselves and the source of feed, should study Dick's story and sketch very carefully:

A long section of line was in trouble. Fuses located at (A) would not hold. The service men proceeded to point (B) and removed the jumper on a short tap. Fuses at point (A) still would not hold. The men then went to point (C) and opened up the line which de-energized several miles of line beyond point (C).

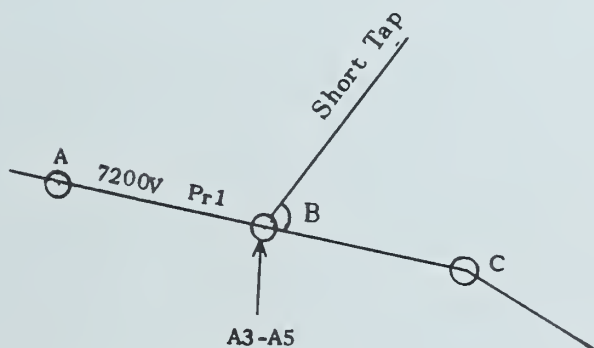
The fuses then held at point (A), proving that the trouble was on down the line past point (C). So the men returned to point (B) to reconnect the jumper and put the tap line back in

service. At the foot of the pole they found a dead bird.

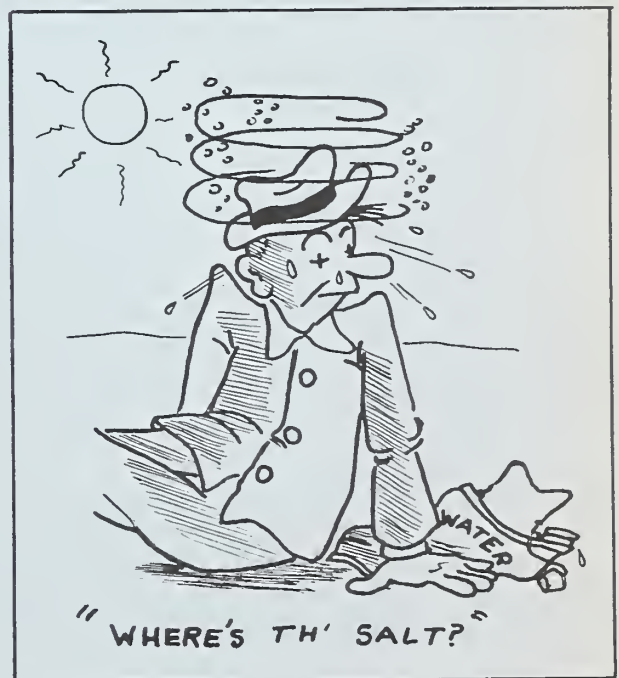
Here is what had happened: Point (B) is A-3-A5 construction. The strain insulators supporting the main line phase had sagged down, and the strain insulators on the A5 portion were mounted too high on the pole, leaving only a 4-inch gap between the dead end rings or clamps. A bird evidently tried to alight on one of the dead end rings and spanned the gap, thus momentarily energizing the tap line thru its body. A check of some of the members along the tap line showed that the lights flashed on during the time that the tap line was disconnected.

Dick Heath, in reporting this incident to the cooperatives in Virginia, has the following comment, to which we add our O.K.:

"We have repeatedly and earnestly tried to sell every REA lineman in Virginia on the importance of grounding dead lines for the simple reason that you can never be sure what might happen. There are several ways a line might become energized. To list a few: lightning, gasoline driven generating sets, non-co-op line breaking and falling on co-op lines; or by birds or climbing animals. Let's all adopt this slogan in working de-energized lines: 'If it isn't grounded on each side, it isn't dead.'"



Dick Heath's Diagram



This Unloading Was Fatal

New Safety Supervisors

(Continued From Page 1)

These stakes were cut. The poles were now held by only two stakes. One man, who swung an axe left-handed, was ready to cut stake 1. The second man -- right-handed -- was to cut number 5. The third man went to the winch truck to take up tension on the cable while the stakes were being cut.

As he entered the truck, he heard one of the stakes crack, looked around and noted that the two men were standing clear of the poles. While he was starting the motor, the pressure of the creosote-slippery poles broke stake 5 at the west end, throwing it outward and upward. The man who had been clear of the poles up to now, had walked toward the center of the load for some unknown reason, and the flying stake struck him on the top of the head.

Two poles from the top of the car now swung down to within six feet of the ground, with the other ends sticking up in the air. The cable at the center held the load at this point.

The man was rushed to the hospital, where an X-ray showed a skull fracture. He died two hours later.

C. A. Berry of Rogersville, Tennessee, has been appointed Safety and Job Training Supervisor for the South Carolina program. Mr. Berry attended the South Carolina Managers' Conference at Myrtle Beach September 4 and 5 to get acquainted with the managers with whom he will work.

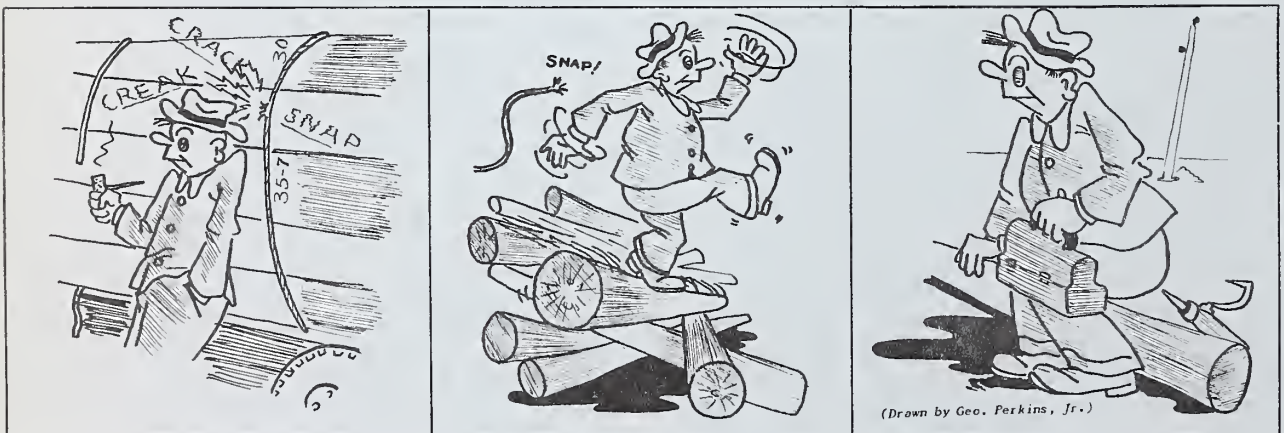
George E. Kohrman, State Supervisor of Trade and Industrial Education for the state of Missouri, advises that William Fritz of Columbia, Mo. has been hired as a second safety and job training supervisor for Missouri. Missouri recently started the job training program and hopes to provide adequate instructional coverage through the use of two safety and job training supervisors. Mr. Kohrman is arranging for five one-day manager-foreman conferences throughout the state during September.

National Fire Week

National Fire Week will be observed October 6 through October 12. Good house-keeping around office and storeroom will help prevent fires, and also get the premises in good condition for the winter.

THE REA LINEMAN is published monthly in the interest of safety for employees of REA systems. Vol. VI, No. 9, September, 1946. David A. Fleming. Editor.

A Dangerous Morning With Hard Luck Harry



Harry begins by inviting disaster.....averts it temporarily.....and gets the point at last.